GRUMMAN plane news

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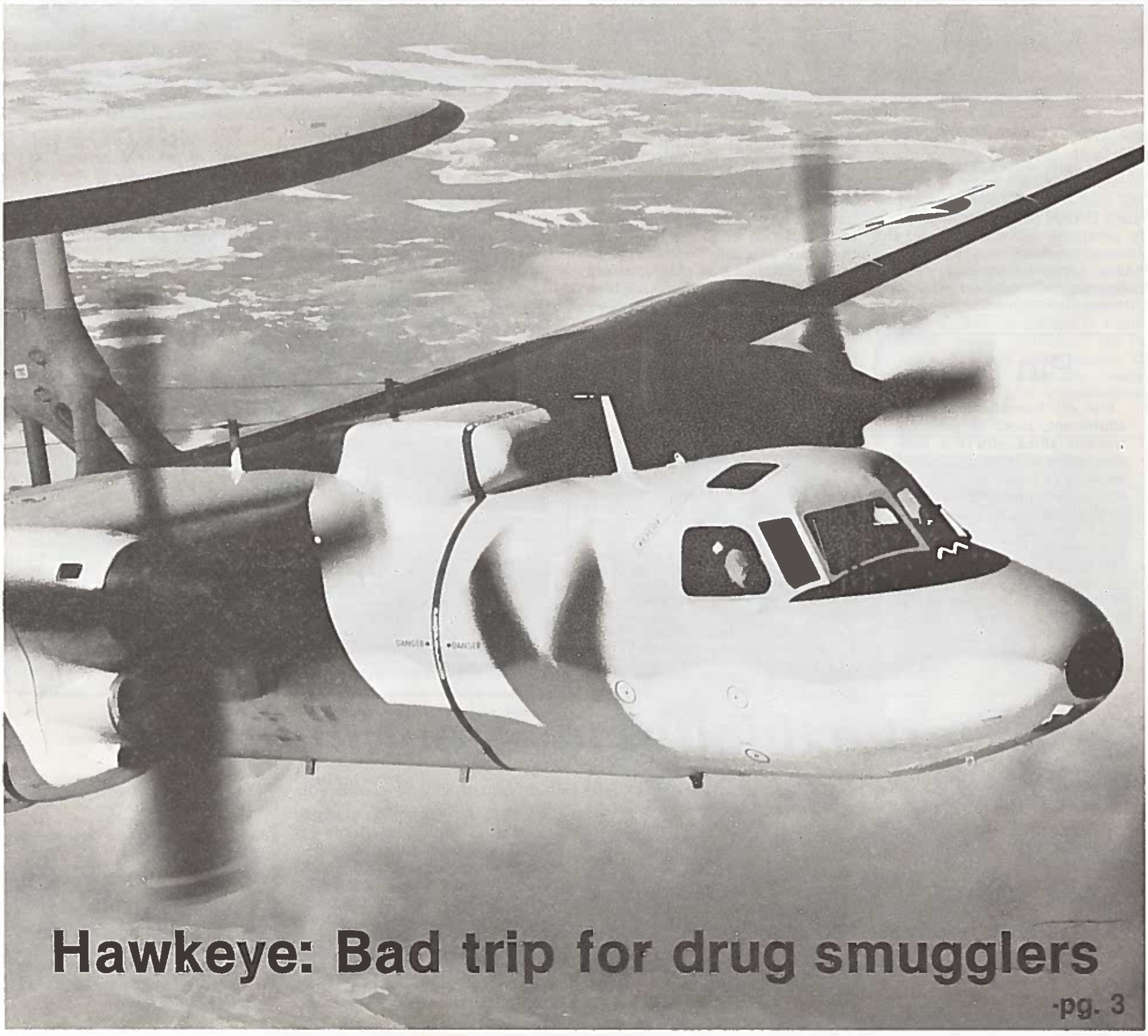

Hawkeye: Bad trip for drug smugglers

-pg. 3

F-14 goes video

No enemy pilot will want to appear on this television show. After all, the only audience he'll have will be the crew of an F-14 Tomcat.

Beginning in April 1983, the F-14 will be equipped with the Television Camera System (TCS).

The TCS will be added to all production F-14s beginning next year and the Navy plans to equip F-14s in service as well. Grumman will perform the modifications needed on future production aircraft to mount the television camera in a pod located below and behind the plane's nose.

Until now the F-14 crew had to rely on eyesight to identify another aircraft. The TCS will magnify what the crew sees and display the image on their consoles.

The video system, which is built by Northrop, has been tested in Navy simulated combat trials.

HARM will help expand A-6 arsenal

Two A-6Es will be modified to accept the High-speed Anti-Radiation Missile (HARM) currently being developed by Texas Instruments.

Under last week's $10.5 million contract from the Navy, Grumman will add the hardware required to adapt HARM to the Intruder, modify computer software and do the necessary systems integration.

After some aerodynamic testing, Grumman will deliver the two planes to the China Lake Naval Air Station for Navy testing in 1984.

"We'll wind up with an aircraft that can carry more varied types of weapons," says A-6 program director Dan Collins. "We introduced weapons control systems improvements to the A-6E when we added the Harpoon missile. This new system will give us a plane that can be easily adapted to all the Navy's air-to-surface weapons."

The HARM will be able to attack radar sources more effectively than earlier anti-radiation missiles.

Pin pal

You still have the body of an adolescent; most of your coworkers think you're a summer hire with laugh lines. And because you lost your service anniversary pin, you have difficulty convincing people that you have 25 years in the company.

If that's your problem, fret no more. You can replace your service milestone pin at any Employee Service office. ESO will verify your date of employment and sell you a pin at cost.

obituaries

JERRY BUDOWLE of Planning and Analysis, Pl. 43, died Jan 26 at the age of 52. He had been with the company since 1958 and resided at 14 Narwood St., Johnson City.

ELLIOTT H. LUCE of Safety and Maintainability, Pl. 35, died Feb. 1 at the age of 58. He had been with the company since 1951 and resided at 35 Bayberry Dr., St. James.

ALBERT J. CAPULO of Electrical Installation, Pl. 6, died Feb. 1 at the age of 54. He had been with the company since 1965 and resided at 43 Harrison Dr., Northport.

JAMES M. MYLES of Non-Metals-Finishing Engineering, Pl. 40, died Feb. 3 at the age of 57. He had been with the company since 1956 and resided at 410 Pulaski Rd., E. Northport.

Front end for X-29A arrives

Up front. *Recently, the front section of an F-5 arrived at Grumman's Production Development Operations Center in Plant 5. This F-5 section will serve as the forward swept wing demonstrator being designed and built by Grumman for the Defense Advanced Research Projects Agency (DARPA) and managed by the Air Force. The first flight is slated for December 1983.*

THAW art exhibits now touring plants

Through the Employee Contributions Council, Grumman gives its support to over 250 charitable and cultural organizations in all Grumman communities.

One of them is THAW — Talented Handicapped Artists Workshop — a nonprofit workshop that helps autistic young adults to express themselves through art. In the next few weeks, Grummanites will see their work in an art exhibit.

The autistic person is rigid, self-absorbed, noncommunicative, and withdrawn from reality; a distinguishing problem is the inability to express emotion. THAW attempts to melt the frozen shell that surrounds autistic people by teaching them to express their inner feelings through art.

THAW, located in Babylon, has a trained staff of artists, musicians, and therapists — but it is underequipped and underfunded. In addition to financial support, THAW needs help if it is to continue its growth.

There is a critical need for expanded permanent space to accommodate other talented young people not yet in the program; for art supplies and equipment; for transportation of members to and from Babylon.

If you would like to help them continue their work, write to THAW, P.O. Box 125, West Islip, N.Y. 11795 — or call (516) 661-6476 or 669-6866.

Here's the schedule for the art exhibit:

Feb. 26, Pl. 6 lobby, Pl. 35 cafeteria; March 1-2, Pl. 43 cafeteria, Pl. 1 cafeteria; March 3-5, Pl. 40 cafeteria, Pl. 242 third floor lobby; March 8-9, Pl. 5 cafeteria, Pl. 2 lobby; March 10-12, Pl. 28 lobby, Pl. 18 lobby; March 15-16, Pl. 111 buffeteria, Pl. 3 lobby.

The hummer is a bummer for drug smugglers

Drug smugglers are high on dropping off their cargo in southern Florida. Day after day, they try to beat the system. Flying their planes under the land-based radar systems, they sneak into the Sunshine State. Last fall though, they met a formidable foe. The E-2C Hawkeye.

Renowned for its airborne early warning prowess in the Navy, the E-2C took on a new role last fall when it helped the Customs Service detect aircraft which were smuggling drugs into the United States.

Successful trial

During the highly successful 72-day trial, the Hawkeye proved to be an extremely effective anti-drug-smuggling weapon for the Treasury Department. Bill Cecil, acting director of the Customs Air Division, reports that during the operation, 28 pilots and 34 other persons were arrested; 25 aircraft, 26,000 pounds of marijuana, 1,000 pounds of cocaine and 250 pounds of hashish oil were seized.

"The capabilities of the Hawkeye and its radar system far exceeded our expectations," says Cecil. "The E-2C provided a highly effective method of detecting low flying intruders heading for the U.S."

Temporarily based at Patrick Air Force Base in Cocoa Beach, two Navy Hawkeyes took turns patrolling the Caribbean waters southwest of Florida. Manned by Navy personnel, the Hawkeyes cruised along corridors routinely used by drug traffickers at clips of five to six hours a day.

The Navy crews alerted Customs officials in Miami to suspicious aircraft such as those flying at low altitudes to avoid detection. Customs chase planes followed the suspect aircraft to their destinations.

Expanded vision

"While the Customs Service must rely on ground-based and relatively limited short range radars, the E-2C greatly expanded the Customs' view of the heavy-traffic air corridors leading to Florida," states Jim Philbin, Grumman's director of E-2 programs.

The Grumman-built plane can automatically detect, identify and track aircraft over both land and water at ranges of in excess of 250 miles. With its 12,000 pounds of sophisticated electronic equipment, the Hawkeye can monitor 3 million cubic miles of airspace.

Good testing ground

According to the federal Drug Enforcement Administration, about half of the illegal cocaine entering the country — an estimated 40 to 48 tons last year — arrives by air, along with about 60 percent of the marijuana.

A good portion of the drugs comes from the Guajira area in Colombia, a plain where marijuana flourishes. Drug dealers take off for the U.S. from this area, circumvent Cuba, and stop off in one of the many Caribbean islands before heading for the U.S.

Right in view

"The airspace between the Bahamas — and other neighboring islands — and Florida was easily covered by the Hawkeye," says Philbin.

Representative Leo Zeferetti (D-Brooklyn), the chairman of the House Select Committee on Narcotics Abuse and Control, got a close-up view of the Hawkeye's capabilities last June when he visited Bethpage.

Within a few months after his E-2C briefing, the Treasury Department authorized a three month "demonstration of capability" using the E-2C in drug traffic control.

Now that the 72-day trial is history, a proposal for the use of Hawkeyes in anti-drug-smuggling missions is now being studied by Congress. Recent changes in a 104-year-old "posse comitatus" law restricting military involvement in law enforcement functions cleared the way for the congressional studies.

Hawkeye view. *Representative Leo Zeferetti (D-Brooklyn), the chairman of the House Select Committee on Narcotics Abuse and Control, talked about the E-2C with Jim Philbin (L), E-2C program director, last June. Shortly after his visit, the Treasury Department okayed a three-month 'demonstration' using the E-2C in drug traffic control.*

Brown bag institute. *Tom Kelly, vice president and deputy director of Technical Operations, opened the first seminar of the Future Applications and Current Technology Series last month in Plant 25 with an overview of Aerospace programs. Some 200 people attended the lunchtime program. The next meeting is slated for Monday, March 8, in the Plant 25 conference room C (first floor) at 12:15 p.m. The guest speaker will be Chris Witt of the Product Technology Development Center. All Grummanites are invited.*

Personals

Thank you for all your prayers during our time of need. The flowers were deeply appreciated. Matthew Daniels and Family

I wish to express my thanks to my friends and co-workers for their thoughtfulness during my convalescence. Joan K. Willing

My family and I would like to thank all of my co-workers for their expressions of sympathy during the recent loss of our father. The Petrone Family

I wish to express my sincere thanks and deep appreciation for the kind and thoughtful expressions of sympathy during the recent loss of my mother. Al Waters

My wife and I wish to thank my many friends who expressed their feelings of concern during my recent illness. I am now feeling much better and hope for a complete recovery. Dave and Pauline Heisler

I would like to thank all my friends and co-workers for their thoughtfulness during my convalescing at home. Sandy Avesato

My family and I would like to express our sincere thanks to everyone for their thoughtfulness and kind expressions of sympathy. The Dougherty Family

GRUMMAN plane news

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X marks new frontiers

X-29A, Grumman's high performance, supersonic, forward swept wing concept demonstrator is the latest addition to the "X" series of experimental aircraft.

An X was the first to break the sound barrier, the first to use variable sweep wings, the first to take animals to space and bring them back safely. . .the list goes on and on.

X-1: Originally designated XS (for Sonic)-1. Rocket-powered aircraft. Flown to Mach 1.06 on Oct. 14, 1947--first supersonic manned flight. Three built by Bell Aircraft Corp. A, B, C, D and E versions.

The shock waves violently shook the X-1 at Mach .98. Pilot Chuck Yeager's teeth were chattering. He fought to control the ship. Then, the 24 year old test pilot fired up the plane's fourth rocket engine and blew right by the sound barrier. The jolting stopped.

X-2: Rocket-powered, swept wing aircraft. Set 2,094 mph and 126,200 feet records in 1956. Two built. Bell.

X-3: "Stiletto", to explore problems of sustained high-speed (Mach 3) flight. No recorded above Mach 1 flights. One built. Douglas Aircraft.

X-4: "Bantam"--small, twin-jet. Basically a wing, short fuselage and vertical stabilizer, based on German Messerschmitt Me-163. Two built. Northrup Aircraft.

X-5: First sucessful variable sweep wing plane. Sweeping mechanism successfully tested July 27, 1951, plane's fifth flight. Design resembled Messerschmitt P-1101. Two built. Bell.

X-6: Nuclear propulsion aircraft concept. None built. However, one B-36H modified for program to carry reactor to test radiation factor.

X-7: Supersonic ramjet engine test-bed. Air-breathing record Mach 4.31. Lockheed Missiles and Space Company built 61 in X-7A-1, -2, -3 versions.

X-8: Upper-atmosphere, rocket-powered research vehicle to succeed captured V-2s. 1951 carried two mice and a monkey 75 miles into space, first time living creatures recovered from space. Aerojet-General.

X-9: "Shrike" missile built to research stand-off weapon concept. Bell.

X-10: Supersonic cruise missile prototype for ICBM research. First unmanned vehicle with autonavigation system. North American Aviation.

X-11: Rocket, similar to V-2, for ICBM research. Today's gimballed rocket engine designs developed from this program. Convair.

X-12: Jet version of X-11. None known built. Convair.

X-13: Full-scale vertical takeoff and landing jet (VTOL) aircraft. First hovering flight May 28, 1956. Two built. Ryan Aeronautical.

X-14: First aircraft to fly using jet thrust diverter system for vertical lift. One built. Bell.

X-15: Manned, rocket-powered vehicle for high-speed, high-altitude tests. Altitude record: 354,200 feet, Aug. 22, 1963; speed record: 4,534 mph, Oct. 3, 1967. Three built. North American Aviation.

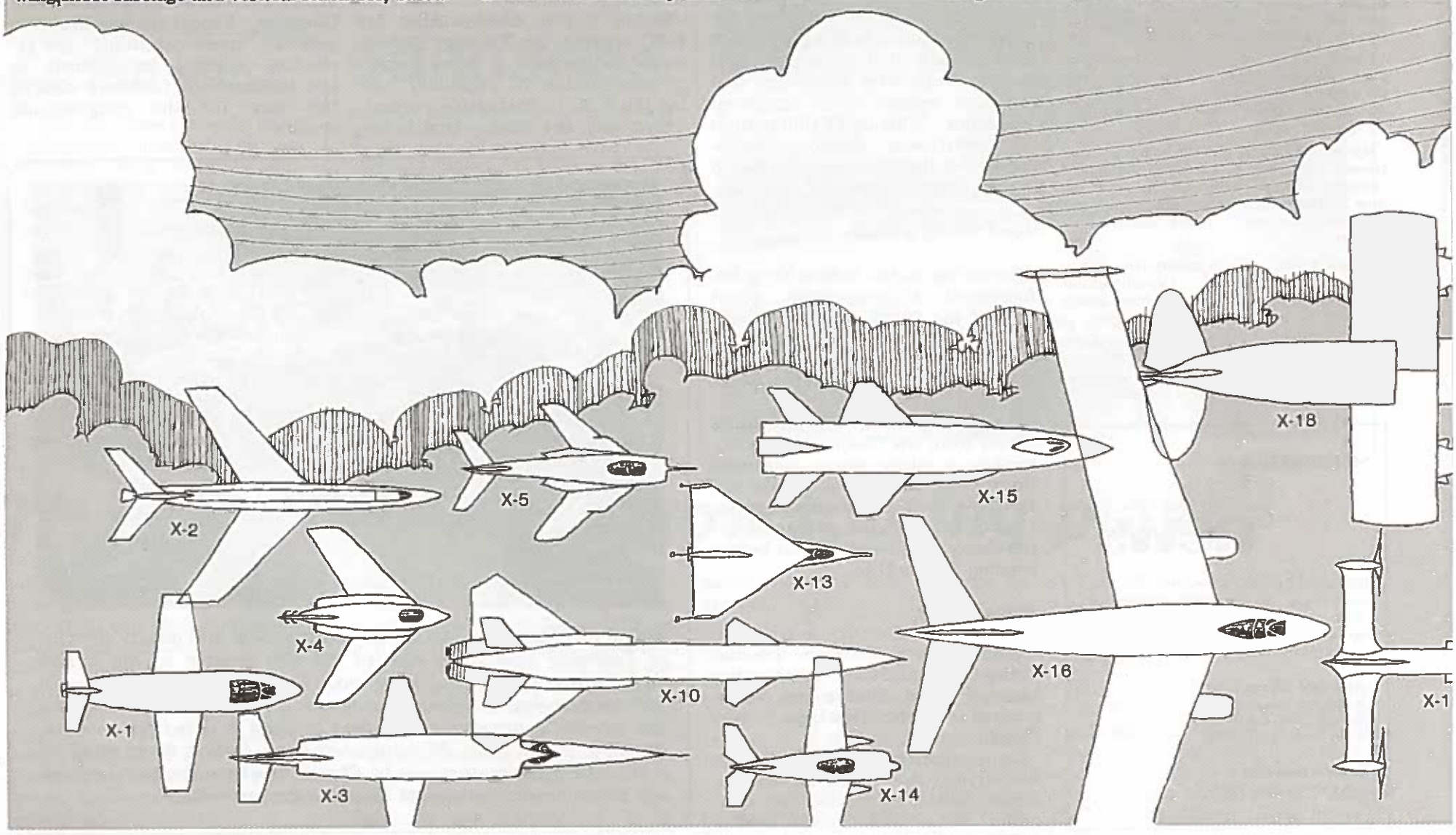
X-16: High altitude, twin-jet reconnaissance plane for Air Force and CIA. One prototype and 22 production craft on order when A.F. and CIA cancelled and opted for U-2. None built. Bell.

X-17: Three-stage, solid propellant research rocket to test re-entry nose cone designs for nuclear missiles. At least 26 built. Lockheed.

The launching of a monkey and two mice into near space on an X-8 and their safe recovery thrilled many people. But not everyone. The British Royal Society of the Prevention of Cruelty to Animals wasn't happy with the program at all.

X-18: Tilt-wing, twin turboprop VTOL concept for cargo planes. One jet engine for pitch control. One built. Hiller Aircraft Corp.

X-19: VTOL craft. Two turboshaft engines driving four propellers in tilting, wingtip nacelles. Unique propellers provided vertical lift even in horizontal positions. Originally Curtiss-Wright Model 200. Two built.



X-20: Dyna-Soar-- to explore possibility of manned, recoverable orbital vehicle. Unpowered glider design, Titan IIIC booster. None built. Boeing.

X-21: Modified WB-66D. For boundary layer (air next to surface of aircraft) control studies. Two built. Northrup Corporation.

The New York Times reported in May, 1962, that pilot Joe Walker had to shut down the X-15's rocket engines after an 81 second climb. He had to, he said, or he would have gone off into orbit.

X-22: V/STOL. Four interconnected propellers, in rotatable ducts, powered by four turbine engines. 11 gearboxes in propulsion system. Sustained hover flight at 8,020 feet, July 30, 1968. Two built. Bell.

X-23: Unmanned lifting body re-entry vehicle. Seven feet long. Used Atlas launch vehicle. Four built. Martin-Marietta.

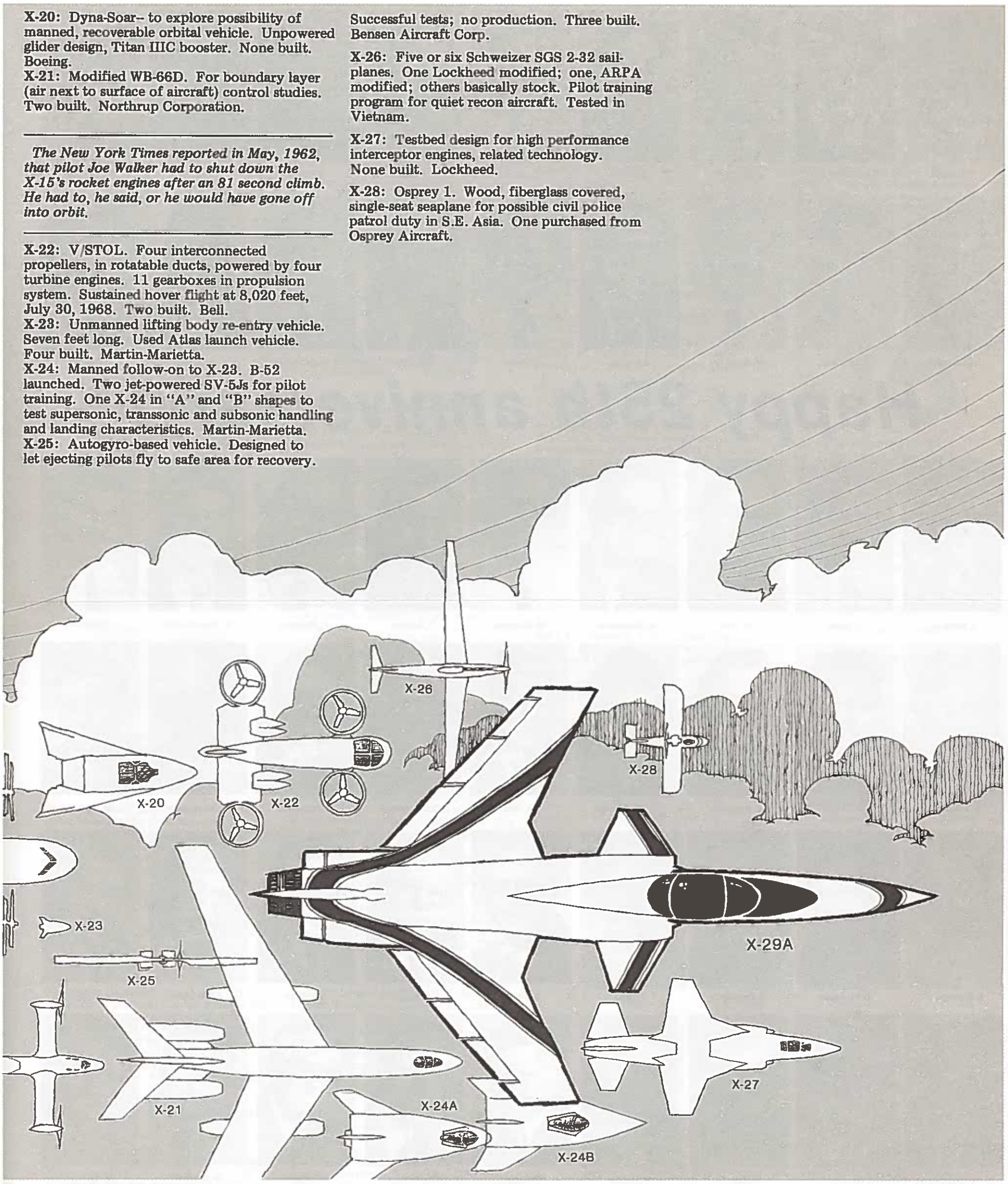
X-24: Manned follow-on to X-23. B-52 launched. Two jet-powered SV-5Js for pilot training. One X-24 in "A" and "B" shapes to test supersonic, transsonic and subsonic handling and landing characteristics. Martin-Marietta.

X-25: Autogyro-based vehicle. Designed to let ejecting pilots fly to safe area for recovery. Successful tests; no production. Three built. Bensen Aircraft Corp.

X-26: Five or six Schweizer SGS 2-32 sailplanes. One Lockheed modified; one, ARPA modified; others basically stock. Pilot training program for quiet recon aircraft. Tested in Vietnam.

X-27: Testbed design for high performance interceptor engines, related technology. None built. Lockheed.

X-28: Osprey 1. Wood, fiberglass covered, single-seat seaplane for possible civil police patrol duty in S.E. Asia. One purchased from Osprey Aircraft.



J. Beine Jr. | A. Virorritto | A. Giardina | L. Beck | E. Peck | J. Litterello | J. Strup | C. Schatzlein | F. Csadenyi

G. Esposito | R. Desiena | M. Spencer | J. Disalvo | L. Hahn | D. Layton | F. Wagenhauser | J. Ulmer | W. Bode

Happy 25th anniversary!

J. Matthews | F. Helm | R. Fritz | A. Benevento | D. Malmone | C. Cannon | F. Marinaro | C. Houseknecht | E. Gendron Jr.

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L. VanWallendael | S. Derespinis | R. Mayerle | M. Wolski | C. Fagioli | J. Schreiber | J. Connelly | M. Speidel | W. Stubbe

service milestones

40

Herbert C. Hedges, Veh. Liaison Eng. (1)
Ernest Takats, Assy. Methods (2)
Walter Mashkow, Stockrooms (2)
Ernest J. Pennino, Prod. M/S (6)
Franklin C. Hardenburgh, Struct. Des. (25)

35

John A. Dejana, E.B. Welding Prod. (2)
Thomas F. Caputo, Prod. Avionics-M/S (2)
Joseph Naso, Prod. Cntl-Parts Cntrl. (2)
George R. Cordes, Instr. Test (6)
Frank Jackalone, Rec/Shipping Insp. (6)
Edward J. Cavagnaro Jr., Cust. Supp. Reqts. Mgt. (17)
Frank T. Agiesta, Purch. M/S (30)
Paul Wiedenhaefer, Computer Proj. Mgmt. (35)

30

Anthony J. Mazzella, Sub Assy. (1)
Stephen L. Dorniak, Elec. Fab. (1)
Stanley L. Seaman Jr., ILS Tech. Servs. (1)
Donald F. Lang, BPA Q.C. Mgt/Admin. (1)
Patsy Lamberti, Insp-Mech. (1)
Peter Manganiello, Fuselage Join. (2)
Raymond Schmitt, Hydraulics (2)
Clifford Siefried, Final Assy. (2)
Lawrence Berg, Propulsion Test (2)
Dominick N. Pette, Prod. Cntl-Parts Cntrl. (2)
David Fendel, Stockrooms (2)
William L. Pagels, Metal Treat-Fin/Sealnt. (2)
Russell L. Owen, Maint-Facil. Equip & Gen-Sub. (2)
Thomas G. Schindler, Mfg. Prod. Ctrl & Prg. Mgt, M/S (2)
Jack H. Woods, Tool Fab. M/S (2)
Alexander Cappeller, Insp-Mech. (2)
Anthony L. Rollero, Router & Shear (3)
Joseph Niemczyk, Alodine (3)
Theordore W. Durkalski, Spotweld (3)
Harry A. Rafter, Prod. Superv. (3)
Edwin H. Reid, Flt. Dev. Ops. (7)
William Williams, Maint. Admin. (12)
James DeCarmine, Maint-Rearrangement (12)
Ralph A. Lange, Research (26)
James E. Winding, ILS Prog. Cntrls Mgt. (35)
Frank J. Csecs, Ops Qual. Mgmt & Admin. (35)
Andrew H. Gelderman, Ops. Qual. Mgmt & Admin. (35)
Warren W. Bender, Warehouses (37)
James J. Sullivan, Mech. Struct & Assy. (43)
Sigmund Niewierowski, Prod. Control (43)
Charles Greco, Administration (43)
Dominick Lucatuorto, Invent. Mgt. (44)
Arthur Darcy, Invent. Mgt. (44)

25

Joseph L. Beine Jr., Prototype (1)
Anthony Viorritto, Upholstery (1)
Alfred Giardina, Sub-Assy Major (1)
Lawrence Beck, Fuse FWD Sub & Major (1)
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James M. Litterello, Production Superv. (1)
James Strup, Tech. Reqt. (1)
Clifford E. Schatzlein, Small Parts Fab. (2)
Ferdinand V. Csadenyi, Wing Inner Panel & Combo (2)
Joseph Zielinski, Fuselage Joining (2)
Giacomo Esposito, Hull Assy. (2)
Ralph Desiena, EBW-Final Assy. (2)
Matthew Spencer, Assy. Methods (2)
John Disalvo, Capacity Plnng & WC Sched. (2)
Louis Hahn, Insp-Mech. (2)
David M. Layton, Mech. Process Eng. (2)
Frederick A. Wagenhauser, Business Office (2)
Joseph Ulmer, Maint-Facil. Equip & Gen. (2)
William R. Bode, M & ME M/S (2)
Jerome P. Matthews, Insp-Mech. (2)
Frank E. Helm, Q.C. Lab. (2)
Robert W. Fritz, Convent. Machs. (3)
Anthony Benevento, Convent. Machs. (3)
Dominick Maimone, Convent. Machs. (3)
Robert Craig, Assemblies (3)
Vincent Annunziata, Assemblies (3)
Charles B. Cannon, Honeycomb Final (3)
Frank Marinaro, Mach. Op-Parts CH. (3)
Chester M. Houseknecht, Prod. Cntl-Parts Cntl. (3)
Elie J. Gendron Jr., Prod. Cntl-Parts Cntl. (3)
Henry K. Liebergall, Prod. Cntl-Parts Cntl. (3)
Gordon F. Zaino, Trans-Ops. (3)
Percy Smith Jr., Maint. Indust. Cntrl. (3)
Joseph Ruggiano, Flt. Ops. (4)
Charles Giardino Jr., Presentation Servs. (5)
George DiTullio, Software Dev. (5)
George Katz, Veh. Liaison Eng. (5)
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Ramon DeAquino, Corp. Plnng. Cntrl. & Budg. (5)
John A. Lockwood, Maint-Facil. Equip & Gen. (6)
Mark F. Borrelli, Aircraft Prog. (6)
Albert Schrage Jr., Prod. Deputy & Statn. Foreman (6)
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John E. Derrico, Config. Data Mgmt. (9)
John J. Mariscalo, Trans-Ops. (20)
William Wypyski, Prog. Matl. Mgmt. (25)
Laurence VanWallendael, Presentation Servs. (25)
Henry J. Appel Jr., Electro-Mech. Lines (25)
Silvio Derespinis, Struct. Des. (25)
Robert J. Condolff, Land Gear Carrier Suit/Ar. (25)
Raymond J. Mayerle, Config. Data Mgmt. (25)
Michael L. Wolski, Pers. Admin. (28)
Richard Hawkins, Invent. Cntrl. (30)
Carl P. Fagioli, Prod. Cntl-Parts Cntl. (30)
James R. Stirling, M/T Equip. Eng. (30)
John G. Schreiber, Est. Resources (30)
John J. Connelly, Optic & Display Equip. Des. (35)
Mathias A. Speidel, Research Tech. Supp. & Op. (35)
Arthur Lorelli Jr., Q.C. Quality Eng. (35)
Walter R. Stubbe, Config. Data Mgmt. (40)
Louis A. Sales, Program Mgt. (43)
Alfred R. Steuart, Elect. Wire Prep-Temp. (44)
Raymond F. McCormick, Prod. M/S & Shop (77)
Joseph Grusauskas, Tech. Ops (77)
Arthur R. Halk Jr., Production (80)
James P. Strassburger, Supplier Cntrl. (87)
Charles R. Walthers, Sys. Test (89)
William W. Williams, Hull Assy. (2)
Edward F. Hilbert, Hull Assy. (2)
John Miller Jr., Prod. Cntl-Parts Cntl. (3)
Frances E. Zuk, Procurement Servs. (30)
Walter Besendorfer, Fatigue & Fracture (35)
Paul Ratner, Computer Tech. Dev. (35)

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John J. Ptacek, ILS Ops. Supp. (1)
John F. Johnston, Veh. Liaison Eng. (1)
John J. DePaoli, Food Service (2)
Raymond B. Sablynski, Supp. Equip. Prod (5)
Lawrence Kipnis, Admin. Cntrls. (5)
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Michael A. Ceraso, Grumman Recreation (28)
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Karl F. Gustafson Jr., Prod. Training M/S (39)
Cuno A. Engel, Prod. Training M/S (39)
James M. Fiola, PPO E.W. (40)
Thomas A. Hill, Invent. Mgt. (77)
Clyde W. Cain Jr., Aircraft Avionic Sys. (80)
James C. Bartels, Aircraft Avionic Sys. (80)

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Anthony G. Weippert, Press (2)
James F. Turnquist, Food Service (2)
Joseph P. Maimone, Insp-Mech. (2)
Erwin M. Von Hoff, Convent. Mach. (3)
Michael L. Abbondondolo, Convent. Mach. (3)
Paul V. Petersen, Convent. Mach. (3)
Salvatore DeSantis, Trans-Ops (3)
Donald M. Graziose, Sys. & Facil. (5)
Gennaro Fermo, Structures (6)
Allen F. Overton, Jigs, Details & Sub-Assy (6)
Raymond N. Konfino, Corp. Instr. Flt. Data (7)
Carnell Evans, Prod. M/S (8)

(Continued on page 8)

W. Besendorfer

P. Ratner

W. Williams

E. Hilbert

J. Miller Jr.

F. Zuk

L. Sales

A. Steuart

R. McCormick

J. Grusauskas

Women keglers set to defend LI title

When it comes to the Long Island Industrial League Bowling Tournament, there has been only one team to top since 1977. That team hails from Grumman.

Keeping that winning streak alive this year falls into the hands of Maureen Croes, Arleen Schwemmer, Pat Ogilvie, and Rita Mathia. These four women are no rookies when it comes playing in this high pressure tourney which draws the best squads from the Long Island area. All four bowlers have worn Grumman blouses numerous times before.

Croes is this year's team captain. She won that honor by rolling 2,278 during the 12-game tryouts, for an average of 189. Schwemmer averaged 186 during the trials and finished with 2,243.

Last year's captain, Ogilvie jumped from sixth place to third place on the last night of the trials. She completed the 12-game series with a 175 average and total pinfall of 2,105. Mathia earned her spot on the 1982 varsity by rolling a 2,087 series. Her average was 173.

Varsity berths were also earned by Ellen Stiemle (2,079), Mary Jane Hooper (2,018), Evelyn Gerdon (2,017), Donna Lamac (1,967), and Connie D'Agostino (1,948). These women will serve as alternatives.

Alley action

If watching championship bowling is right up your alley, here are a few dates you'll be able to watch the Grumman varsities compete.

L.I. Industrial Men's Tourney — The Grumman men will try to best their second place finish in last year's tournament at the Mid Isle Lanes in Hempstead. Tourney action takes place every Saturday in March (6,13,20,27) starting at 8 p.m.

L.I. Industrial Women's Tourney — The Grumman women will defend their title on April 10, 17, and 24, at the Syosset Lanes. Action begins at 8 p.m.

Pan Am Mixed Tournament — The Grumman men and women compete at the Mid Isle Lanes, tomorrow, February 27, at 8 p.m.

Sperry Jamboree — Both men and women bowlers compete at the Syosset Lanes on Saturday, April 3, at 8 p.m.

milestones

(Continued from page 7)

Charles W. Osonitsch, Thermal Sys. (9)
Angel L. Andino, Chemical Eng. (12)
Robert L. Kappenberg, Gov't. Matl. Cntrl. (21)
Charles O. Stengel, Central Rec. (24)
Thomas L. Conley, Personnel Relations (28)
Benjamin L. Kenney Jr., Elec. Eng. Pwr/ Ctrls. (30)
John J. Harvey, Propulsion Sys. (35)
Gerald J. Gottlieb, Op. & Ctls. Staff (35)
Joan E. Kuhn, Secretarial Servs. (35)
Madeline D. Weber, Elec. Wire Prep-Temp. (44)
Ray Street, Machine Shop (56)
David L. Yeager, Machine Shop (56)
Robert C. Smith, Machine Shop (56)
Austin L. Raspe, Machine Shop (56)
Emory C. Bell, Maint. Admin. (56)
Robert L. LaChar, Prod. M/S & Shop (77)

Racquetball entry form

Your name _____

Mail stop _____ Ext. _____

Singles	Men's Division	Doubles
☐ A division		☐ A division
☐ B division		☐ B division
☐ C division		☐ C division
☐ Novice		
Singles	**Women's Division**	**Doubles**
☐ Advanced		☐ Advanced
☐ Intermediate		☐ Intermediate
☐ Novice		

Weekend fun slated for racquetball buffs

The Third Annual Grumman Racquetball Tournament gets underway March 27 and 28 at the Royal Racquetball Courts on Middle Country Road in Coram.

Unlike other tournaments which drag on for weeks, this tourney takes place over one weekend from 3 to 11 p.m. Singles play precedes doubles competition.

If you wish to enter one division, the entry fee is $15. It only costs $18 to enter both singles and doubles contests. Your entry fee must accompany your entry form. Do not mail cash; make checks payable to Royal Racquetball. Entry deadline is Friday, March 5.

Contestants get a lot for their money: a shot at first or second place trophies, refreshments, balls, T-shirts, court fees, and a guarantee of playing two matches.

U.S. Racquetball rules govern play. All disputes are settled at the time of play. Each match consists of two 15-point games with an 11-point tiebreaker if necessary.

In doubles competition, the team must enter the highest division of one of the partners. Entrants may play in only one doubles tourney.

This Recreation-sponsored tournament is open to full-time employees only. If you won a division title last year, you must move up to the next division in 1982.

If you are interested in participating, fill out the accompanying entry form on this page and mail it with your check to Recreation, A01-28A, no later than Friday, March 5.

For your starting time, contact Royal Racquetball (516) 732-5500 after March 10. Players must check in at the courts a half hour before starting time.

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